

Draft Notes: Histon Road Local Liaison Forum

Date: Monday 26th November 2018, 6:00pm – 8:00pm,

Venue: Garden Wing, Meadows Community Centre, 1 St Catharine's Road, Cambridge, CB4 3XJ.

## **Present**

LLF Representation from:

Cllr Patrick Sheil, Cambridge City Council (Arbury)  
Cllr Jocelynne Scutt, Cambridgeshire County Council (Arbury)  
Cllr Claire Richards, Cambridgeshire County Council (Castle)  
Cllr David Jenkins, Cambridgeshire County Council (Histon-Impington)  
Lilian Rundblad, Histon Road Area Residents' Association  
Mary Wheeler, Windsor Road Residents' Association  
Anna Crutchley, Benson Road Area Residents' Association  
Irena Borzym, Roseford Road Residents' Association  
Kay Harris, Hawks-Campkin Road Residents' Association  
Cllr Cheney Payne, Cambridge City Council (Castle)  
Cllr Steve Hunt, South Cambs District Council (Histon-Impington)

Greater Cambridgeshire Partnership Officers and Consultants:

Paul van de Bulk (Project Manager, GCP)

Katy Ellis (GCP)

Andrew Walker (GCP)

Lesley Hoyle (GCP)

Neil Poulton (WSP)

Additionally members of the public attended.

The meeting commenced at 18.04.

## **Welcome and Chair's Update**

Vice chair welcomed everyone and thanked the audience for attending.

Apologies were received from Cllr Mike Todd- Jones.

Cllr Scutt would be supporting the Vice Chair with chairing Questions and Answers during the meeting.

The Vice Chair provided an update on the Histon Road scheme:

- The Residents' Associations and CamCycle were supported in their questions about the preliminary design at the GCP Joint Assembly. The conclusion at the end of the Joint Assembly was that the Assembly would let the proposal go forward to the Executive Board but added that they should have the right to add issues brought up at the LLF.

- The question regarding postponement of the Final Histon Road design from Windsor Residents Association was not answered at the Joint Assembly since no representative was there to speak. The officers will reply in writing.
- Officers have looked to resolve issues on the preliminary design without delaying progress of the scheme.
- A revised proposal for Gilbert Road junction has been submitted to the LLF.

### **Minutes of Last Meeting**

It was noted that a map of the highway boundary has not been received by residents.

It was commented on that some of the language used in the previous minutes seemed uncommitted.

The Minutes were approved.

### **Run Through the Scheme with a Discussion around Design Changes**

The GCP Project Manager presented a series of slides focusing on the areas of the scheme where changes to the design are proposed. The presentation can be found at:

<https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-11-26%20-%20LLF%20Presentation.pdf>

The audience were also referred to document Histon Road: Bus, Cycling and Walking Improvement which can be found at:

<https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-11-15%20Histon%20Road%20-%20Summary%20Change.pdf>

The following questions and comments were put to Officers:

#### **Histon/Victoria/Huntingdon Road Junction**

Q - Reference section 1.6 Re-instate Pay and Display layby, move outbound bus stop and crossing:

As loading and off-loading will only be allowed in the loading bay during off peak times, is there not enough room to place a bus stop here too?

A – No there is not enough room to do this safely.

Q – What are the hours for loading and unloading?

A – Off-peak times only.

It was noted that the use of the parking bay has a knock on effect, making the new position of the pedestrian crossing sub optimal position in terms of the desire line from Huntingdon to Victoria Road but a safe location.

Q – Will the reduction of vehicle lanes from two to one at the end of Histon Road result in significant tailbacks down Histon Road?

A – There is stacking space for two cars at the junction. In addition, at the moment with two lanes vehicles sometimes position themselves in the wrong lane which can be dangerous, so providing one right turn lane improves safety. Signalling at this junction will also be optimised. Based off the traffic modelling, officers are confident that there will not be a stacking issue. Currently there is an average two car stack after 5-6 seconds.

A member of the audience comment that they remain unconvinced and that the new junction design will potentially cause problems.

Q – Has widening the road been considered?

A – Yes.

Q – Why do cyclists have to be given priority with an advance stop box?

A – This approach works.

Officers commented that consideration has to be given to the tracking of large vehicles. This proposal has been reviewed by the safety and signalling teams.

A member of the audience commented that the new junction design feels unsafe.

Q – Is this scheme designed for the average UK cyclist or a typical Cambridge cyclist?

A – Due to road width restrictions it is only possible to provide advisory cycle lanes, and this proposed scheme is safer than existing road layout. There is not enough highway width to create a both on road and segregated cycling route.

Q – Is this scheme going to meet its objective of getting people out of their cars and cycle?

A – Over its length, the scheme provides a significant enhancement for cyclists creating a much safer route. At the Victoria Road junction there is limited space to offer big improvements while keeping a similar design layout to what exists today so we are looking at an incremental improvement for cyclists here, not forgetting that we are providing some off road solutions for those who prefer to cross the junction this way. UnA previous design that completely changed the layout of this junction and which would have given more ability to enhance the route for cyclists was originally rejected by the LLF.

Q – How will shared use areas be denoted?

A – Using a dropped kerb and signage.

The Vice chair comment that the scheme is planning for the future when some existing business premises will become residential. Officers confirmed that future changes are being accommodated in the scheme.

### **Carisbrooke Road Crossing**

A member of the audience commented that the bus lane is too long and impacts the Carisbrooke Road crossing, suggesting a 20mph limit to help the design to support local residents.

In response officers confirmed that 20mph speed limits in parts of Histon Road is being considered but not a given at this stage

### **Gilbert Road/Warwick Road Junction**

Officer thanked WSP for the working carried out on the proposed new design following public feedback.

Q – Is cycle lane raised or painted?

A – There is a Cambridge curb on both sides.

Q – Are there dedicated pedestrian pavements?

A – Yes

Q – Will there be diagonal markings?

A –No, not in the plan as it stands.

Q- Could the off-road cycle lanes be extended on Warwick Road to Mayfield School?

A - This is not within the scope.

The Project Manager confirmed that he is happy to recommend the new proposed design to the GCP Board.

## General Questions

Q – There is concern that planners have missed the uniqueness of Histon Road. The road currently has minimal bus routes and therefore does not require a bus lane.

A – The public consultation showed that there is more support for a bus lane than against one. This scheme is planning for the future.

Stage Coach commented that the funding for this scheme is supposed to improve public transport – funding wouldn't be possible if this was just for bike lanes.

Q – With so many floating bus stops and a number of bus stops on the cycle lane, who has priority, the buses or cyclists?

A – Some bus stops naturally truncate the cycle lane, at these stops buses have priority

Comment – There are two buses down the guided bus lane, one doesn't stop, and the No.8 may gain time but will lose time in Histon and Impington. There is concern that not enough consideration has been given at how Darwin Green and shops will affect the bus. A guided busway is not needed for Histon Road.

Q – Roseford/Histon Road Junction – There will be a build-up of traffic going across Histon Road to the A14 and the bus lane will be equally hazardous. How are people meant to cross the road here?

A – An additional crossing has been provided near to Carisbrooke Road

Q – Concern that the width of Histon Road close to Roseford Road on the plan is incorrect and is actually, 13.1 meters. It is not possible to fit a bus lane here road and with three 3 lanes of traffic with two bus stops, the road will be congested.

A – The road has been measured and that the distance on the plan is correct, and can therefore take three lanes.

Q – Has the road width been actually measured, physically?

A – Yes, to get the survey and mapping data someone had to go out and physically measure it.

Q – On the Warwick side of the road, will children be able to cross off-road?

A - The cycle lane is currently on the road and this will ramp up to segregated provision so they can cross off-road.

Written questions submitted by LLF members were then addressed:

It was voted that the following question would be put to the GCP Executive Board at the meeting on 6<sup>th</sup> December:

The Histon Road Area Residents' Association HRARA requests the Greater Cambridge Partnership Executive Board to ask the GCP project team to prepare a revised road scheme based on a two-lane carriageway with bypass Bus Stops and enlarged space for walking and cycling between Kings Hedges Road and Carisbrooke Road to be presented to the GCP Executive Board on 6 December 2018.

The LLF voted that the following resolution proposed by Camcycle be put to the GCP Executive Board at the meeting on 6<sup>th</sup> December:

To request that the Greater Cambridge Partnership Executive Board direct the officers to incorporate unambiguous pedestrian priority at minor road junctions.

Camcycle also proposed the following resolution:

To request that the Greater Cambridge Partnership Executive Board direct the officers to apply to the Victoria Road junction the same design inspiration that has resulted in the new Gilbert Road junction design with segregation of footways and cycleways, in the spirit of Resolutions 1 and 2 (March 2017), as a condition of proceeding to the detailed design phase.

It was agreed that the LLF did not want to vote on this proposal at this time.

There was a vote for a resolution requesting that the project be put back to another meeting cycle to allow further progress on the designs, however the vote was not carried by the LLF.

A further resolution was proposed:

The Histon Road LLF requests that the Greater Cambridge Partnership Executive Board is asked that the landscape designer consults with residents to incorporate the design of a 3 meter high steel-mesh fence with climbers, the verge with seeded grasses, semi-mature trees planted in the verge by every other fence panel as replacement of present hedges between Blackhall Road and Brownlow Road. The area will be maintained by Highways as well as any drainage construction required between the verge and private properties.

The vote was carried.

There was comment that Histon Road shops and businesses are important to the local community and require car access for their customers, therefore some parking provision is required in the scheme. It was suggested that this should be put to the GCP Executive Board by an individual and not the LLF.

Two further letters with Questions from members of the public had been sent in in time, however, they were not read to the meeting due to time constraints.

Cllr Scutt thanked the audience for their active participation in the Questions and Answers session.

The Vice Chair Rundblad thanked everyone attending the meeting and closed at 8.20.